

# THE WAR WILL GO ON

## L. E. & W. WILL CONTINUE ITS CHEAP EXCURSIONS.

### Two Pennsylvania Men Elected Directors of the Toledo, Peoria & Western Railway-Texas Rates.

The Lake Erie & Western announces another cheap rate excursion to Chicago on Saturday next, and General Passenger Agent Daly, of that line, is quoted as saying: "That so long as the boats come, we would continue the cheap excursions from Indianapolis to Chicago, the company proposing to fight on this line all summer and into the fall." Last night the understanding was that the Big Four would meet the Lake Erie & Western and probably drop to \$1.50. McCormick, passenger traffic manager, last evening, had not fully decided what course the Big Four would pursue in the matter. The Lake Erie & Western starts again with a \$2.50 round-trip rate, with intimations that, if necessary, it may drop below those figures. The Lake Erie & Western has this advantage: It carries persons from all points on its line on low rates, and the last excursion was to Michigan City with a large party of excursionists. A little rough weather, however, will make part rail and part water a more attractive proposition, and the more conservative railway men express the opinion that the all-rail lines will find it difficult to compete with the reduced rates to meet the Lake Erie & Western, and that now is a good time to stop.

### Wabash Annual Report.

The statement of the Wabash system for the fiscal year ending June 30, 1894, which will be presented at the annual meeting of stockholders to-day, shows a deficit of \$671,766, instead of a surplus of \$247,580, derived from the previous year's traffic, and a total difference in profit of \$919,345. Strikes at the numerous coal mines on the Wabash system during last May and June caused the greater part of this loss, depriving the company of the profit of handling their product, which constituted nearly 23 percent of the total tonnage in the previous year. The report shows: Gross earnings, \$2,561,448; operating expenses, \$9,530,387; net earnings, \$2,722,077; net income, \$2,182,862; deduct balance of rentals, etc., \$250,187; net receipts, \$2,932,749; deduct taxes, \$697,080; net profit, \$2,235,669; increase of \$1,187,665; interest on bonds and rent of Elkhart River railway, \$2,530,531; deficit of year, \$671,766. These figures, compared with those of the previous year, show the following changes: In gross earnings, a decrease of \$1,683,865; in operating expenses, a decrease of \$877,232; in miscellaneous receipts, a decrease of \$20,216; in rental balance, a decrease of \$1,414,447; in net receipts, an increase of \$734,839; in taxes, an increase of \$39,730; in net receipts applicable to interest, a decrease of \$774,619; in interest charges, an increase of \$144,726.

### East-Bound Shipments from Chicago.

Taken as a whole, freight traffic on the railroads is now better than it was this time last year. A large business in west-bound shipments is reported, and it is steadily growing. It may be but a temporary spurt, but the roads are drawing from it all the encouragement they can. East-bound shipments from Chicago last week suffered a decrease as compared with those of the previous week, amounting to 44,133 tons as compared with 45,059 tons for the previous week and 52,228 tons for the corresponding week last year. The tonnage of each of the competing roads last week was as follows: Michigan Central, 3,565; Wabash, 4,205; Erie, 4,628; Fort Wayne, 4,821; Panhandle, 6,212; Baltimore & Ohio, 5,021; Grand Trunk, 5,425; Nickel-plate, 9,130; Erie, 1,077. Through shipments of grain, flour and provisions increased from 24,322 tons for the previous week to 25,000 tons last week. The percentage of through shipments taken by each road was as follows: Baltimore & Ohio, 8.3 per cent; Erie, 2.6; Fort Wayne, 2.9; Grand Trunk, 2.4; Lake Shore, 6.1; Michigan Central, 13.3; Nickel-plate, 9.2; Panhandle, 13.0; Erie, 1.7; Wabash, 7.1.

### Rates in Texas Demoralized.

A call was issued by the Rock Island road yesterday for a conference of the Texas lines in St. Louis to-day to consider existing demoralization in passenger rates in that State. Existing conditions there are said to be worse than in any other part of the country, and they are going from bad to worse. Under the Texas law roads doing business in that State may not be parties to any agreement which fixes rates. It is not admitted that this law has any application to interstate traffic, but some of the Texas lines have used their justification for holding aloof from all association agreements. It is believed, however, that such a decision would be a candid exchange of views on the situation, and that a common understanding may be reached which will result in a restoration of all passenger rates to a fair basis and their maintenance there.

### Proposed Division of Business.

Chicago, St. Louis and Peoria line members of the Central Traffic Association were notified yesterday to attend a meeting to be held in Chicago, Sept. 26, for the purpose of preparing a plan for the division of all competing business from and through these gateways to and through the western termini of the trunk-line Association roads. The call was issued in conformity with the resolution adopted by the general managers at their meeting here last Friday. An earlier date would have been chosen for the meeting, but it was found that so many of the passenger men were going to attend the semi-annual meeting of the American Association of General Passenger and Ticket Agents, to be held in Quebec, Sept. 18, it would be impracticable to have a meeting in Chicago till after their return from that meeting.

### Atchison Reorganization.

The Atchison protective committee yesterday issued a circular asking for proxies to be issued at the annual election to be held at Topeka, Oct. 25, in which the committee says it is its purpose to place the control of the organization in the hands of men who are in all respects worthy of public confidence, and are widely known in railway and financial circles. The plans of the committee in reference to the election may be outlined as follows: The control of the property shall be left with the stockholders. No new securities shall be issued to the injury of the stock. Whatever assessments are made must be the smallest consistent with the maintenance and welfare of the company. The stockholders should receive for their contributions of money the best security which the condition of the company will allow.

### Scheme to Prevent Scalping.

Lines at interest have agreed to discontinue the sale of tickets at a rate of a fare and one-third for the round trip from the St. Louis exposition from Chicago and points within seventy-five miles thereof. In previous years Chicago was always excepted from the arrangement, and the line with the St. Louis exposition. This year nothing was said of Chicago, when the agreement was reached, and the line was applied from here. It was found that through its use the general rate was being badly scalped, and the lines have agreed to prevent further manipulation by the brokers by abolishing the rate from Chicago and all points within seventy-five miles thereof.

### T. P. & W. Annual Meeting.

The stockholders of the Toledo, Peoria & Western met at Peoria yesterday and reduced the board of directors from nine to five. Franklin H. Head, of Chicago, and President E. P. Leonard, of Springfield, of the board, were re-elected. J. B. Davidson, of Pittsburg, W. H. Baldwin, of Burlington, and O. F. Price, of Galesburg, were elected new directors. Of the new board of directors two are Pennsylvania men and two Burlington officials, and it is believed those lines have secured control of the property. The annual report of President Leonard shows a deficit of \$60,439 for the year.

### Railroad Earnings.

The C. C. & St. L. earned, in August, \$1,214,473, an increase over August, 1893, of \$721. Freight earnings show a gain for the month, this year, of \$103,130, the passenger earnings a decrease of nearly \$36,000, and the loss is wholly in comparison with the world's fair traffic.

### Personal, Local and General Notes.

The Wabash has just promoted a number of freight men to passenger conductors,

# ONE LODGE SECEDES

## KOERNER NO. 6 WITHDRAWS FROM THE KNIGHTS OF PYTHIAS.

### Decision of Supreme Lodge Concerning the German Ritual Causes This Action—A Zeitungbund.

The first Knights of Pythias lodge in the country to withdraw from that order on account of the action of the Supreme Lodge prohibiting the use of the German ritual was that of Koerner Lodge, No. 6. Since the order of the Supreme Lodge was issued the members of many German lodges in this city have been discontented and talked openly of withdrawing from the order. The matter came up at a meeting of local lodge No. 6 at its meeting last night, with about two hundred members present, and a vote was taken upon the question, "Shall we secede?" which was carried unanimously. The charter was surrendered and all connections with the order were severed.

### THE BIG MCKINLEY MEETING.

#### Republican Executive Committee's Arrangements—Excursions Coming.

The executive committee of the Republican State committee met last evening for the purpose of outlining the arrangements for the McKinley meeting of Sept. 25, which is to be the formal opening of the campaign in the State. A hundred different suggestions for details have been offered to the State committee and all these were taken up and carefully discussed. It was finally determined that the meeting should be held at Tompkins Hall, at 10 o'clock in the afternoon. Should the attendance justify it, it would be easy to arrange impromptu overflow meetings. Inasmuch as the meeting is for the afternoon instead of the evening, it was decided not to have a general parade, but a procession of the McKinley forces, escorted from the depot to Monument Place and there disbanded. A general reception of the McKinley forces will be held at the early hour of General Passenger Agent Wishart.

Richard O'Mara, the Wabash employee buried at Logansport on Sunday, had been with the company twenty-three years in different kinds of service. He was a prominent member of the Brotherhood of Locomotive Firemen.

The Lehigh Valley ranks among the most completely equipped roads in this country, and its officials report every car they have in use, the volume of merchandise traffic being unusually heavy.

E. E. Hart, recently appointed trainmaster of the Fort Wayne division, of the Erie & Western, has been promoted to a messenger boy at Attica, Ind., in the Wabash railway telegraph office.

A number of delegates to the Master Carpenters' Association left last night for Buffalo to attend the annual meeting. J. A. Gohen, Henry Block and Jackson Smith, of the Big Four shops, were of the party.

Duncan Wishart, father of Dempster Wishart, general passenger agent of the St. Louis & San Francisco, died last week and was buried on Sunday at Logansport, Ind.

The New York Central has completed its second stretch of track laid with eighty-ton wheels for the purpose of handling its tenders to put down a section every year. The cost of the new steel rail laid the previous year was \$1,250,000.

The Big Four shops at Brightwood yesterday turned out a new postal car to take the place of the one demolished in the collision at Pontiac on the St. Louis & North Western, a few weeks ago. The new car is very complete in every respect.

The story that the Vanderbilts were about to control the railroads of the Baltimore & Ohio, the Reading & Philadelphia and the Jersey Central is denied by persons who know if such a thing were true.

The same story gained circulation about a year ago.

The Missouri, Kansas & Texas road is offered for sale by the National Trust Company, and it will now receive 5 percent of 3 per cent on all business contracts, and 8 percent of 3 per cent on business to Buffalo or Canadian territory.

It is reported that Drexel, Morgan & Co. have purchased the minority holdings of the Cincinnati extension bonds, which control the Cincinnati Southern and the Alabama Great Southern roads. A sale of the bonds has been called for Sept. 12 by a commission composed of John Drexel and others representing the minority bondholders.

Jefferson Coolidge, Jr., a member of the reorganization committee of the New York & New England railroad, stated yesterday that Judge Wallace, of New York, had made a decision in favor of the company, and that the papers will be immediately forwarded to the court.

President Woodford and Vice President Zimmerman, of the Cincinnati, Hamilton & Dayton, and Samuel Peiton, Jr., president of the Queen & Crescent, met yesterday last week arranging for the establishing of a closer alliance between the two roads, which is a subject of much interest to the public.

An expert trackman who last week rode over the Peoria division of the Vandallia road, has reported that the road is in excellent condition, and that the improvements adopted twelve months ago, the expert says, are plainly apparent in the track, the stations, etc.

The movement of freight cars on the Pennsylvania road through Columbia for August reached 1,205, the largest number in any month in the history of the road. There passed eastward 1,129 trains, with 6,236 loaded cars, and 1,251 empty cars, making an eastward movement of 7,487 cars; westward there were 944 trains, with 11,344 loaded and 3,344 empty cars, making the west-bound movement 14,688 cars.

John M. Chesbro, who, on the 15th, leaves the Vandallia to take the general passenger agency of the Baltimore & Ohio, is a thorough business man, and before he would accept the position he made a condition that one of the company should be a candidate for the position, and that he might be, or any person who handles the money of the passenger department, should be going to his superior office a good bond.

### THE COURT RECORD.

#### Superior Court.

Room 1—James M. Winters, Judge. Allen Parker vs. Frank O'Brien; mechanic's lien. Dismissed.

James Slaughter et al. vs. Thomas J. Carpenter et al.; mechanic's lien. Dismissed.

Room 2—J. W. Harper, Judge. Frank M. Wright vs. Adolph Kahn; mechanic's lien. Cause dismissed. Costs paid.

Room 3—E. P. Leonard, Judge. Henry S. Blue vs. Citizens' Street-railroad Company; damages. Jury finds for plaintiff for \$100.

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William H. Stuckmeyer was declared restored to sanity.

### Housing Republican Meetings.

The Banner Lincoln League held a rousing meeting last night at the clubrooms on North West street. Speeches were made by a number of eloquent orators and Republican enthusiasm ran high. At Elder Wilson's Church on Rhode Island street a meeting of colored voters assembled last night to some excellent speeches. Thad Hollister delivered the principal address of the evening, and was enthusiastically received. A new political club, with a large list of members, was organized before the meeting adjourned.

### Tax Commission.

The Tax Commission met yesterday morning in executive session, but had nothing to give out for publication.

### She Who Would Be

The Queen of Beauty must look to her teeth, for a pretty mouth is indispensable to female loveliness. Brush your teeth carefully with the elegant Sodontin, and you will be charmed with the result, for it is without equal as a dentifrice.

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"Two years ago," she says, "I found I was beginning to be very nervous and that the least excitement would bring on a fit of hysteria from which it took me two or three hours to recover. My nerves got in such a bad condition that some days I would cry for hours and then have a laughing spell. "I was completely unstrung and could do nothing about our place. My stomach began to trouble me, and I could not keep anything on it. From a woman weighing 162 pounds I found myself reduced to a shadow and was so feeble that I could hardly dress myself. "I tried several physicians, but they did not seem to be able to do anything to relieve me. I really thought my days were numbered, and, in fact, made every preparation for my death, as I fully expected to die within a short time.

"The evidence heard yesterday is regarded by the judge as simply a part of the railway company's effort to prove fraud in the assessment of 1891. Unless they succeed in furnishing such proof the injunction case will be decided in favor of the State. Judge Reinhard has ruled from the record much of Saturday's evidence, holding that it showed the value of the railway's real estate simply as real estate, and nothing more. Both the Union Railway Company and the Belt were assessed over \$500,000 more in 1891 than in 1890 and 1892. There will be no further proceedings in the case until next week, owing to Judge Reinhard's previous engagements.

### THE UNION RAILWAY CASE.

#### Little Progress Made in It Yesterday—A Week's Rest.

The tax injunction case of the Indianapolis Union railway occupied Judge Reinhard's attention again yesterday. Secretary William Jackson and Auditor Charles Vinne were the only witnesses examined, the former testifying about the organization of the Union Depot Company and the latter concerning the finances of the Belt road. It did not take them nearly that long, but they were frequently interrupted by objections from the opposing attorneys, the State's representatives fighting the testimony right along.

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### The Hight License Case.

Attorney Spaan and City Attorney Scott were before Judge Harper, of the Superior Court, yesterday, discussing the Hight suit against the city. Hight's saloon license was revoked by Mayor Denny and suit was brought in the Superior Court to enjoin the forfeiture of the license. Mr. Spaan, as attorney for Hight, made an attempt yesterday to get the case set for trial, holding that his client was being damaged by the delay. City Attorney Scott did not want the case set until the issues were made up, and the court asked him to be ready with his evidence. The case by Saturday, Mr. Scott said he would probably demur to the complaint raising the question of the right to review the Mayor's action.

### Cigar Maker in Trouble.

Gustavus T. J. Myer, a cigar-maker at 329 S. Shelby street, was held for federal grand jury action by United States Commissioner Van Buren in \$200 yesterday on a charge of violating the internal revenue laws. Myer, who is not a member of the Cigar-makers' Union, had union labels on his cigars. He was charged with increasing the sale of his cigars. He is also charged with failure to cancel stamps on some of his boxes and to brand his cigars. Myer admitted using union labels, but said the other shortcomings with which he was charged were the result of a mistake. He is said to be worth \$10,000, and gave bond readily enough.

### House Thieves Rampant Again.

House thieves are causing the police much trouble. William Wismeier, residing at No. 60 East Vermont street, reported to the police yesterday that on Sunday night his house was broken into and \$25 stolen. The thieves took the money from a box in the house, and family, residing at No. 35 West Vermont street, are away from home. The thieves had been stationed at the house every night since, but so far have failed to notice anything out of the ordinary.

### Too Cool at Armstrong's Park.

Owing to the sudden change in the weather, with the appearance of a cold wave, there was no out-door performance at Armstrong's Park last night. The indications are that the weather will grow warmer and on Wednesday night, the bill announced for last night, "Pique for Pique" or "Fun in the Bedding School" will be given. The performances at Armstrong's will alternate this week with those at Pompeii Park.

### New Albany Alleged Counterfeiter.

Charles Clemmens, aged nineteen, and Gus Donnell, aged thirty-five, charged with counterfeiting, were brought from New Albany by Deputy United States Marshal Taylor and will appear before United States Commissioner Van Buren to-day. They are alleged to be confederates of William McComb, confined in the county jail, awaiting trial before the grand jury on the same charge.

### A Plumbing Suit Appended.

Judge Brown yesterday overruled the motion for a new trial filed by Solomon Claypool in the suit of Claypool vs. Ferrell. The case has been pending in the Circuit Court since last August. The plaintiff claimed a lot of litigation over a job of plumbing done by Ferrell. An appeal was taken to the Appellate Court.

### Grand Jury Indictments.

The Marion county grand jury yesterday returned the following indictments: A charge of criminal assault; John Wooden, petit larceny; Earl Price, petit larceny; Edith Sutton, receiving stolen goods; Frank Summers, grand larceny and burglary.

### Smullop at Walkerton.

Secretary Metcalf, of the State Board of Health, went to Walkerton, Ind., on Sunday, yesterday noon to look into a smallpox situation there. A telegram yesterday announced one death and another new case there, making four cases in all.

### WEATHER FORECAST.

#### Fair Till Wednesday Night and Warmer on That Day.

WASHINGTON, Sept. 10.—For Indiana and Illinois—Fair till Wednesday night; northerly winds, becoming variable; warmer Wednesday.

For Ohio—Fair till Wednesday night; cooler in southern portion; northerly winds; warmer Wednesday.

### Local Observations.

INDIANAPOLIS, Ind., Sept. 10.  
Time, Bar, Ther., R. H., Wind, Weather, Pre.  
7 A.M., 29.87, 68, 90 West, L. rain. 0.53  
7 P.M., 30.08, 62, 60 N.W. Clear. 0.7

Maximum temperature, 75; minimum temperature, 66. The following is a comparative statement of the temperature and precipitation, Sept. 10, 1894:

Normal..... 67 0.10  
Tendency..... 68 0.53  
Departure from normal..... 1 0.43  
Excess or deficiency since Sept. 1..... -1 -0.03  
Excess or deficiency since Jan. 1..... -6 -8.62  
Plus..... C. F. R. WAPPEHAN, Local Forecaster Official.

### Connorsville's Race Track.

To the Editor of the Indianapolis Journal: Your editorial on the "fast race track" has just been read, and I desire to make a statement in reference to the Connorsville track. It may be a good track, but in no particular is it like the Indianapolis track. It was built from the same design as the Richmond track was, and if it is an exact pattern it must be short of a mile in length. The track is not a mile long, but of knowing as it is about twenty feet short. One well-known horseman told me that the track was not a mile long, but how much he could not say, as he had not measured it exactly, fearing to incur the displeasure of some of the owners who he mentioned. There is no question as to the Indianapolis track being a mile long.

### Old Couple Asphyxiated.

CHICAGO, Sept. 10.—George Rollins and wife, old and prominent residents of that city, were found in bed dead, to-day, having been asphyxiated. It is thought that the aged couple turned on the gas by mistake, as one of the jets was found open.

### Dr. Price's Cream Baking Powder.

World's Fair Highest Award.

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